

**TESTIMONY OF**  
**JOSHUA'S LIMOUSINE SERVICE**  
**BEFORE**  
**THE INSURANCE & REAL ESTATE COMMITTEE**  
**THURSDAY, MARCH 2, 2017**

**RE: HB 7126 AN ACT CONCERNING TRANSPORTATION NETWORK**  
**COMPANIES.**

Good Afternoon. My name is Gary McKeon. I am the Director of Operations and the Co-Owner of Joshua's Limousine Service located in Gales Ferry and Clinton. I am here today to ask for your help. **Please amend HB 7126.**

My company is a small business that my wife and I started in 1995. We are locally owned and operated and employ **57** people. In 2016 we paid a total of \$1,255,529 in payroll to our employees. In 2016 we paid a total of \$357,344 in taxes and fees to the state. We are a small but important part of the economy. But unless you amend **HB 7126** it is unlikely that we can continue to make those contributions.

Prior to starting my company, I was a police officer for the Town of Ledyard and then the Fire Chief for the Mashantucket Pequot Tribal Nation. I understand public safety and the need for regulation, which is why I am here today.

**HB 7126** needs to be amended to require all companies, both the big Transportation Network Companies, like Uber and Lyft, and smaller ones like mine, to conduct the same background and medical checks before we can put drivers on the road. We need this 1) to protect the public and 2) so that small companies like mine will have a level playing field to compete.

Today, I can't put a driver on the road unless we complete the mandated background and medical check that requires among other things, fingerprints and drug testing. This takes anywhere from 6 to approximately 10 weeks. The TNCs can perform essentially only credit check and get drivers on the road in just a few days. Additionally, there are strict medical restrictions for my drivers that the TNCs don't have to deal with. This imbalance makes it harder and harder to compete. And I don't think it protects the public.

For example consider these two short true stories. In May of 2015 I employed a chauffeur, who I will refer to as Vernon. Vernon developed a heart issue and after extensive tests and appointments, the doctor sent a letter to the DMV and Vernon lost his P endorsement. He was deemed to be physically unable to transport the general public in a safe manner. Today Vernon drives for a TNC in New London County and works 70-80 hours a week. Would you like Vernon to be transporting your kids, mom or dad on his 75<sup>th</sup> hour?

In the summer of 2016, I interviewed 15 persons for employment with my company. We are a drug free company that complies with all the Federal DOT mandates. We do pre-employment and random drug testing within the pool of candidates and employees. After the initial interviews and prior to hiring, the selected candidates were drug tested. Two of the candidates, who I will refer to as George and Sarah, were tested with the accepted guidelines. At the time both candidates were driving for one of the TNC companies and both tested positive and were not offered positions within our company for employment. They continue to drive today with the same TNC in New London County. Again I ask the question, should George and Sarah be transporting your kids, mom or dad?

Shouldn't any company that makes money from the transporting of people from one point to another adhere to the same safety standards? This is only one reason why **HB 7126** needs to be amended. Will the roads in Connecticut be safer if you don't simply amend **HB 7126** to require the same medical examinations that my small company must have completed? And remember that my company pays taxes and fees in Connecticut.

My second and final point is how this proposed bill affects the regions near the borders. In Ledyard and Montville, I see numerous vehicles who are doing TNC work with out of state plates, mostly Rhode Island. They do trips within Connecticut. How does this help our Connecticut economy as all of the money from the fare of the TNC with out of state plates that travel across state lines?

**So Please fix HB 7126. If you amend it, you can protect the public and give small companies like mine a fighting chance to be able to compete and survive.**

Thank you for listening.